

## CHAPTER 201

### GENERAL CARGO MOVEMENT PROVISIONS

#### A. PURPOSE

This Regulation prescribes policies and procedures and assigns responsibilities for performing traffic management functions initiated or sponsored by Department of Defense (DoD) activities.

#### B. POLICY

1. Part II of this Regulation governs routing of DoD-initiated or DoD-sponsored cargo shipments worldwide by commercial rail, motor, air, freight forwarder, pipeline, **intermodal** (including inland waterway, intracoastal, intercostal, ocean), and by military transportation, with the exception of mobility movements which are outlined in DTR, Part III. The Regulation outlines authority assigned to U.S. Transportation Command (**USTRANSCOM**), Transportation Component Commands (**TCCs**), Unified Commands' Commanders-in-Chief (**CINCs**), and Transportation Officers (**TOs**), in regards to providing transportation services.

2. USTRANSCOM, in conjunction with the Services and theater **CINCs**, will provide technical direction and supervision over all traffic management functions incident to DoD passenger, cargo, mobility, and personal property movements within the Defense Transportation System (**DTS**) during peace and time of war.

3. DoD activities are required to use the DTS services outlined in this Regulation. Required DTS services, for the purpose of this Regulation, include all services provided by TCCS and other agencies on their behalf.

#### C. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

Refer to DTR, Part I, Chapter 101, paragraph C.

#### D. REGULATORY BODY PROCEEDINGS

1. USTRANSCOM will review respective dockets and notices issued by regulatory bodies affecting transportation between points within the United States and its territories to determine DoD interest and required action. DoD personnel will not participate in, or supply information to, a transportation regulatory body without prior approval of the TCC or theater **CINC**, unless subpoenaed to testify. When DoD personnel are required by subpoena to testify in proceedings **before** a transportation regulatory agency, prompt notice will be sent to USTRANSCOM in accordance with DoD Instruction 4500.17. Additionally, DoD personnel will notify their appropriate component headquarters.

2. Requests for information will be acted upon in accordance with applicable DoD Component publications.

#### **E. DEFENSE CONTRACT MANAGEMENT COMMAND (DCMC) ADMINISTERED CONTRACTS**

1. In accordance with Federal Acquisition Regulation (FAR), contract management may be delegated to DCMC for full administration or for transportation support only. The administration office TO will provide traffic management functions in accordance with contract terms and DLAD 5000.4, Contract Management. Copies of DLAD 5000.4 will be made available from area DCMC offices and DLA headquarters.

2. DCMC TOS may delegate traffic management authority to qualified contractors by written agreement in accordance with DLAD 5000.4.

#### **F. ACTIVITY CHANGE OF STATUS OR MISSION**

Appropriate TO or other DoD Component authority, projecting any change of status or mission of a service-owned or sponsored activity which will result in **significant** change to transportation requirements, will request planning information on transportation rates, costs and other transportation management data from Commander HQ MTMC, Attn: MTOP-0, 5611 Columbia Pike, Falls Church VA 22041-5050, or theater **CINC**. When the final decision is made regarding the activity's change of status or mission, notify HQ MTMC or theater CINC as far in advance as possible to enable negotiations with commercial carriers for transportation rates and services.

#### **G. COMMERCIAL CARRIER INQUIRIES**

1. Information furnished carriers in response to inquiries concerning cargo shipments that have taken place will be confined to facts on their respective traffic routing, except as restricted by security regulations.

2. Freedom of Information Act (**FOIA**) inquiries pertaining to transportation issues will be coordinated with cognizant FOIA office.

#### **H. TRAFFIC MANAGEMENT UNDER EMERGENCY CONDITIONS**

1. Emergency traffic management procedures in CONUS will be implemented upon the proclamation of a state of national emergency by the President of the United States and by concurrent resolution of Congress.

## 2. MTMC will:

a. Maintain and provide an Emergency Traffic Management Plan (**ETMP**) to support the National Plan for Emergency Preparedness, the Joint Strategic Capabilities Plan, unilateral plans of the DoD Components and applicable DoD guidance and directives. ETMP provides guidance to DoD Components for traffic management functions and operations under emergency conditions. Distribution of ETMP will be made to DoD Component headquarters.

b. Activity commanders will direct TOS to implement emergency procedures according to restrictions imposed on commercial transportation by governmental control agencies. Procedures in this Regulation will be implemented by TOS to the extent warranted by emergency conditions.

## I. EMBARGOES

1. USCINCTRANS or theater CINC may declare an embargo against **specific** carriers or modes for a region if it is considered to be in the best interest of DoD Components under the following conditions:

- a. National, regional, or local emergency.
- b. Traffic congestion.
- c. Disaster.
- d. Strikes.
- e. Operational conditions.

2. When an activity is completely or partially unable to ship or receive DoD traffic due to embargo conditions, TO will immediately notify MTMC or theater CINC.

3. Upon declaration of a DoD activity embargo, MTMC or theater CINC will disseminate the following information:

- a. Reason for embargo.
- b. Name of activity affected.
- c. Mode and carrier involved.
- d. Type of traffic embargoed.
- e. Exception to embargo, if any.

## J. NEGOTIATIONS

1. TCCS or theater **CINCs** will negotiate with commercial **carriers** to establish or modify rates, **charges**, rules, and accessorial services. Negotiations will include DoD or Foreign Military Sales (**FMS**) volume movements.

;- 2. TOS and contracting officers will submit volume movement reports (**VMRs**) when:

a. Estimated shipments from one origin point to a single destination will total (in one year) 25 carloads (**CLs**), or 25 truckloads (**TLs**), or 500,000 pounds or more.

b. Routing in effect is insufficient.

c. Transportation factors indicate better rate and/or service can be obtained.

3. **VMRS** will be furnished as soon as possible before movement start date to **MTMC** or theater **CINC** for negotiations with commercial carriers. Submit **VMRS** using automated or DD Form 1085 (See Chapter 202) format and annotate remarks section “This is a **VMR** and request for a route order”. **VMRS** maybe submitted any time before movement start date but desirable negotiation lead-time is 30 days for rail and 10 days for other modes.

4. **MTMC** and theater **CINCs** will provide **VMR** originators a written response to each request, including any cost avoidance through successful negotiation.

## K. GUARANTEED TRAFFIC (GT)

1. Guaranteed traffic is a transportation arrangement by which a primary carrier or carriers are selected to transport **specified** DoD traffic for a designated time period. Refer to “Accessorial Services,” Appendix V, paragraph E.

2. A **GT** arrangement can be implemented for any DoD traffic regardless of commodity or transportation requirements. All shipper requests **will** be considered for a **GT** arrangement. **GT** arrangements can provide the following benefits to DoD shippers:

a. Reduced transportation expenditures.

b. Stabilized transportation rates.

c. Reduced transit times.

d. Improved supply support responsiveness.

e. Reduced administrative workload.

3. HQ MTMC conducts surface GT negotiations with carriers according to procedures in MTMC publications and coordinates with TO and DoD Component headquarters to develop and implement a responsive GT arrangement.

4. GT arrangements for airlift (with the exception of theater CINC unique requirements) will be negotiated by AMC and generally awarded via FAR-based contract. Applicable terms and conditions of the GT will be set forth in the contract.

5. The participating carrier or carriers have the right to perform transportation for all traffic which is generated during the specified GT-arrangement time period and is otherwise within the terms of the applicable GT arrangement. Carriers selected for surface GT participation must comply with the MTMC carrier qualification program rules.

6. Negotiations with carrier industry for surface GT arrangements are normally based on VMRS submitted in accordance with paragraph J. or renegotiation of existing arrangements. Special requests for GT arrangements for traffic not included in the established VMR requirements will also be considered. Requests will be submitted to HQ MTMC. Generally, the request should provide VMR data in accordance with paragraph J.

7. Service provided by the selected carrier or carriers is evaluated by the responsible TO, and HQ AMC or HQ MTMC. Carrier performance standards are contained in the GT arrangement terms. Information received from a TO is the primary source of carrier performance information. Carrier removal action is taken by HQ MTMC or HQ AMC in accordance with applicable governing documents and regulations.

#### **L. RATE QUOTING SERVICE**

MTMC and theater CINCs will provide a transportation rate quoting service for DoD and other authorized government agencies. This service is automated for TOS with CONUS Freight Management (CFM) access.

#### **M. GOVERNMENT/MILITARY-OWNED OR ORGANIC ASSETS**

DoD shall maintain and operate in peacetime only those owned or controlled transportation resources, including assets leased or chartered for periods greater than 90 days, needed to meet approved DoD emergency and wartime requirements that cannot be met readily from commercial transportation sources. (For OCONUS the requirement for non-availability of commercial transportation may not apply.) These transportation resources shall be used during peacetime as efficiently as possible to provide essential training for operational personnel, and to meet logistics needs consistent with fostering the development of militarily useful commercial capabilities. Requirements in excess of DoD capability will be met by using commercial carriers. DoD-owned or controlled transportation resources will be used for official purposes only.

## N. TRANSPORTATION FACILITY GUIDE (TFG)

1. TOS are required to update their TFG record whenever changes occur.

2. Proposed revisions which would modify terms of delivery, delay receipt, or increase transportation costs must be approved at major command level and coordinated with shipper service headquarters prior to requesting manual changes or initiating any on-line changes.

3. Transportation Facilities Guide Instructions (Appendix R, Part II) provides users **step-by-step** procedures to use TFG on-line application system and update records.

## O. CARRIER QUALIFICATION

Carriers handling DoD surface cargo must be approved through the MTMC carrier **qualification** program. HQ AMC is responsible for determining civil air carrier **eligibility** and suitability of airlift carriers. TOS can use only **qualified** carriers and should check with MTMC headquarters when questions arise concerning a carriers status.